

BookletChart™

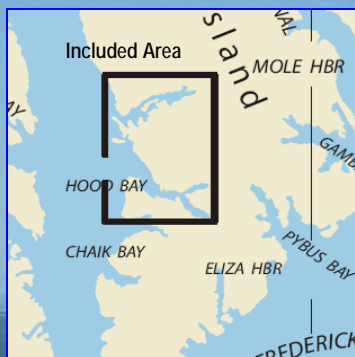
Hood Bay and Kootznahoo Inlet

NOAA Chart 17339

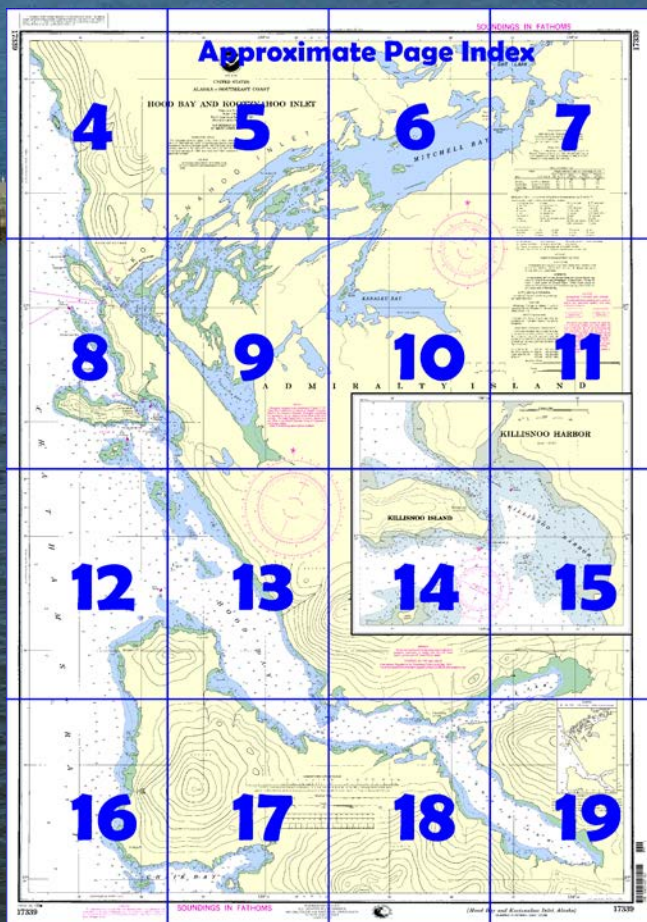


A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=17339>.



(Selected Excerpts from Coast Pilot)

Distant Point, about 23 miles N of Point Gardner, is the S point at the entrance to Hood Bay.

Hood Bay has its entrance on the E side of Chatham Strait and is marked by a lighted and an unlighted buoy, between Distant Point and Killisnoo Island. It has a general SE direction from its entrance, curving to about E and then divides. The bay is about 7 miles long from the entrance to the junction with both arms. **North Arm** has a

flat 0.5 mile wide at its head and significant shoaling in the eastern end. **South Arm** is free from midchannel dangers inside its entrance.

Anchorage is available in each arm for large vessels in suitable depths. Small craft find anchorage at the head of each arm in 5 to 10 fathoms. A shoal with a least depth of 4½ fathoms is in the channel in Hood Bay where it narrows between Cabin Point and the S shore in 57°22'35"N., 134°28'08"W.

Kootznahoo Inlet is an intricate group of narrow passages, lagoons, and bays on the E shore of Chatham Strait 2.8 miles NE of Killisnoo Island. It is full of rocks and reefs, and in the narrow passages the tidal currents rush with great velocity. The navigation of Kootznahoo Inlet is such that it should not be attempted except by small craft of short length and ready turning qualities, and then only at slack water and with local knowledge. Fishing vessels are the only ones that navigate the inlet. The entrance is between Danger Point and **Kootznahoo Head**, and it extends SE to **Turn Point**, where it divides into three arms. The southernmost arm continues in a SE direction to Favorite Bay; the northernmost extends NE to Mitchell Bay; the middle arm, also extending E, leads among the islands, is obstructed at its entrance, and is navigable only by small craft. The lagoons between the islands are full of rocks and reefs, and are not navigable except by small craft.

Village Rock, marked by a light, is a low-water ledge extending toward Turn Point halfway across from the village of Angoon on the SW side.

Currents.—The tidal currents have great velocity in Kootznahoo Inlet, and the inlet should be navigated at slack water, the safest condition being low water slack. In 1975, however, a small boat from the Coast Guard Cutter CLOVER was able to transit the inlet as far as Daybeacon 6, about 1.4 miles above the mouth, at high water slack without difficulty. They did encounter erratic, sometimes strong, currents. (See the Tidal Current Tables for times of predictions.) The flood current at the entrance sets in almost parallel to the NE shore, and so continues until it reaches Village Rock, where it divides, one part going NE around Turn Point and the other continuing SE around Rose Rock, where it again divides. One part continues SE into Favorite Bay, while the other turns short around the rock and divides again, one part going NE and the other following the N channel.

Vessels rounding Rose Rock at slack water can carry slack water all the way to Mitchell Bay.

At Village Rock, the currents have a velocity of 5 to 8 knots; at Point Bridge, as high as 10 knots; and at Passage Island, as high as 7 knots. Rapids begin at Village Rock and continue until well past Rose Rock. From Pillsbury Point to Point Bridge the current is very swift, probably reaching 10 knots, with much boiling and swirling, the worst place being at Point Bridge. This can be passed only at slack water, which lasts only a few minutes.

Through all the narrow channels leading into the various bays the currents have great velocity, and they should not be attempted in any kind of a boat except at slack water. (See the Tidal Current Tables for daily predictions.)

Caution.—The navigation of Kootznahoo Inlet should not be attempted by strangers. A guide can be obtained at Angoon, Petersburg, and Sitka. A seaplane float is in the small cove about 800 yards (732 m) SE of the daybeacon W of Rose Rock. The city of Angoon maintains small-craft floats about 300 yards (279 m) SE of the seaplane float. Berthing is on both sides of the floats. A fueling float, 185-feet (56 m) long, is close NW to the small-craft floats. In 2002, a least depth of 10 feet (3 m) was reported along the floats. The **harbormaster** assigns berths. A tidal drydock is available. A 72-foot-long grid is on the SE side of the approach pier to the small-craft floats.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Juneau	Commander	
	17th CG District	(907) 463-2000
	Juneau, Alaska	

Table of Selected Chart Notes

Corrected through NM Apr. 07/12
Corrected through LNM Mar. 27/12

HEIGHTS

Heights in feet above Mean High Water.

CAUTION

In the area of Kootznahoo Inlet and tributaries this chart is based on reconnaissance surveys of 1895.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.209" southward and 6.303" westward to agree with this chart.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Mt. McArthur, AK	KZZ-95	162.525 MHz
Mt. Robert Barron, AK	KZZ-87	162.450 MHz
Cape Fanshaw, AK	KZZ-88	162.425 MHz
Sitka, AK	WXJ-80	162.550 MHz

Polyconic Projection
Scale 1:30,000

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 8. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.

Refer to charted regulation section numbers.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CURRENTS

In the channel off Turn and Bridge Points the current velocity may reach 10 Knots at times and off Passage I. in Davis Creek, 7 Knots. For times of slack water the Current Tables, Pacific Coast should be consulted. Vessels passing Turn Point at the beginning of slack water can carry slack water to Mitchell Bay.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

COLREGS, 80.1705 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

ABBREVIATIONS

(For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	ISO isophase	OBSC obscured	s seconds
Bn beacon	LT LHO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Bds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
21 Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.			

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Killsnoo	(57°28'N/134°34'W)	14.1	13.2	1.6
Favorite Bay	(57°29'N/134°33'W)	13.0	12.5	1.9
Mitchell Bay	(57°32'N/134°24'W)	11.0	10.2	1.0

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>. (Jan 2012)

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 2-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at <http://ocsdta.nod.gov/ids/inquiry.aspx>, or OceanGrafix at 1-877-56CHART or <http://www.oceangrafix.com>.



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES

ALASKA - SOUTHEAST COAST

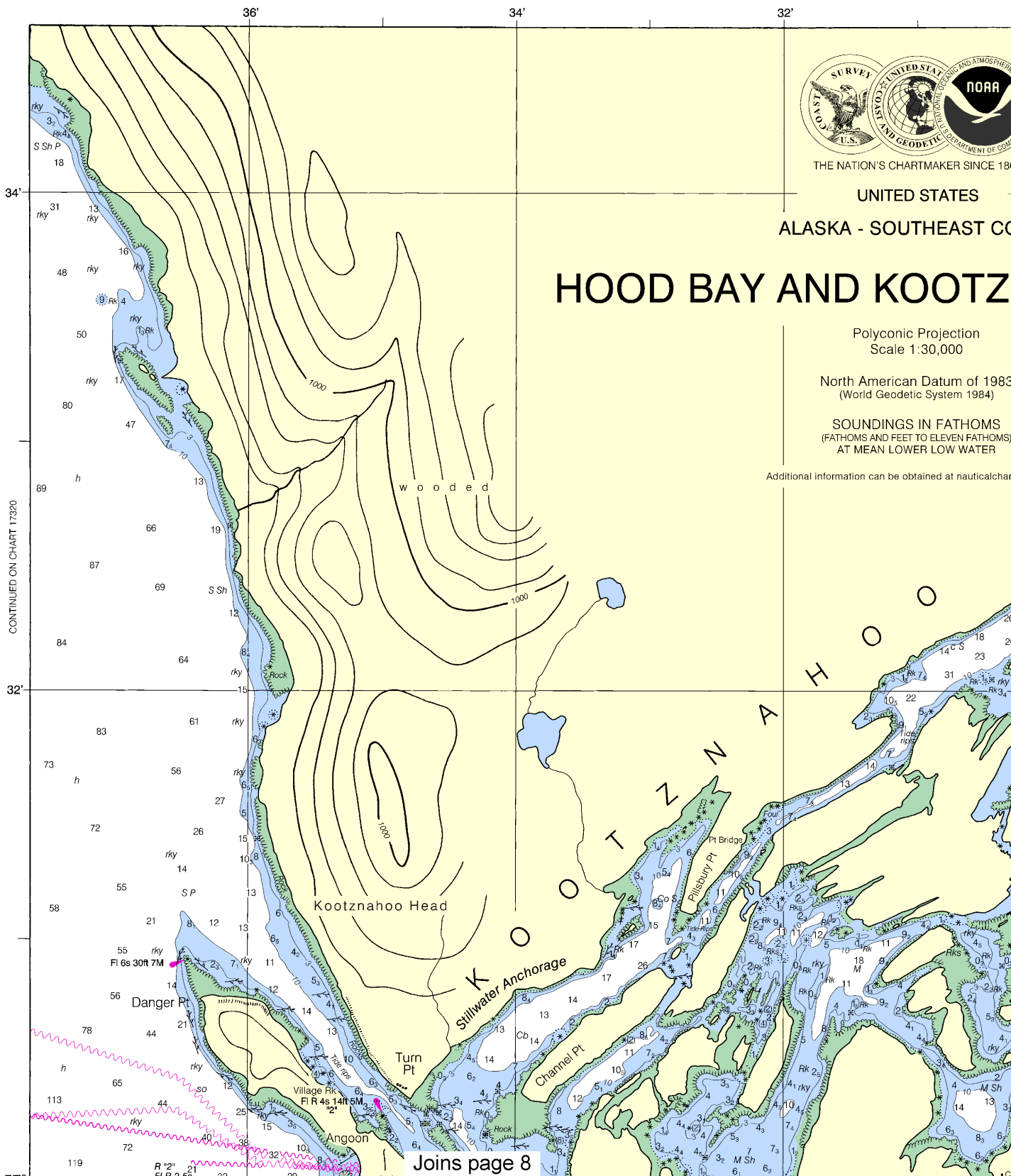
HOOD BAY AND KOOTZNAHOO HEAD

Polyconic Projection
Scale 1:30,000

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

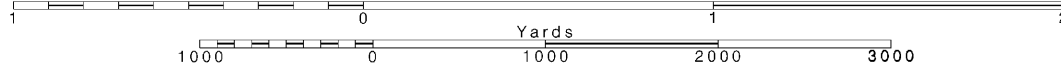
Additional information can be obtained at nauticalchart.noaa.gov



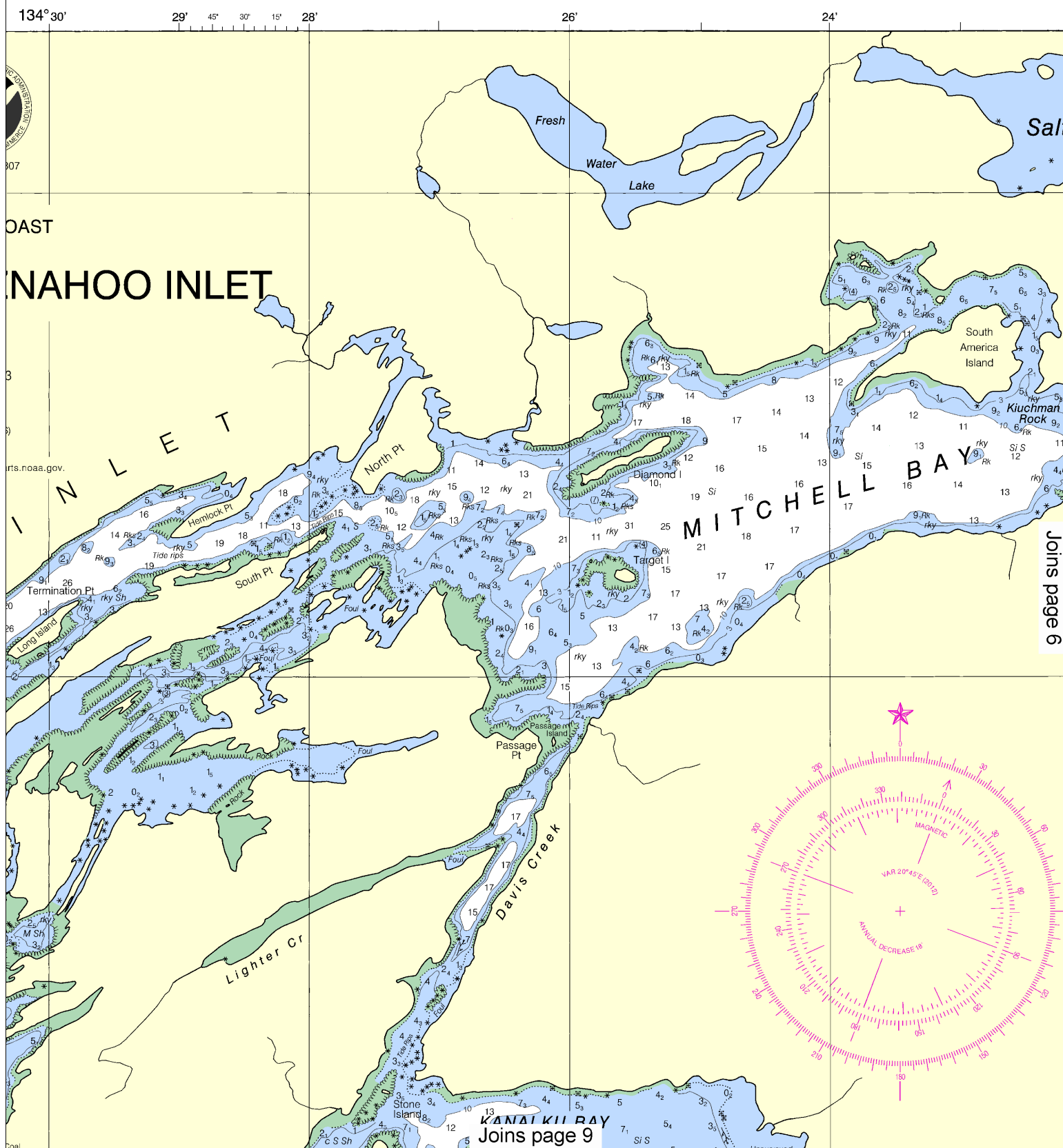
Printed at reduced scale.

SCALE 1:30,000
Nautical Miles

See Note on page 5.



Note: Chart grid lines are aligned with true north.



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:40000. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES

ALASKA - SOUTHEAST COAST

HOOD BAY AND KOOTZNAHOO INLET

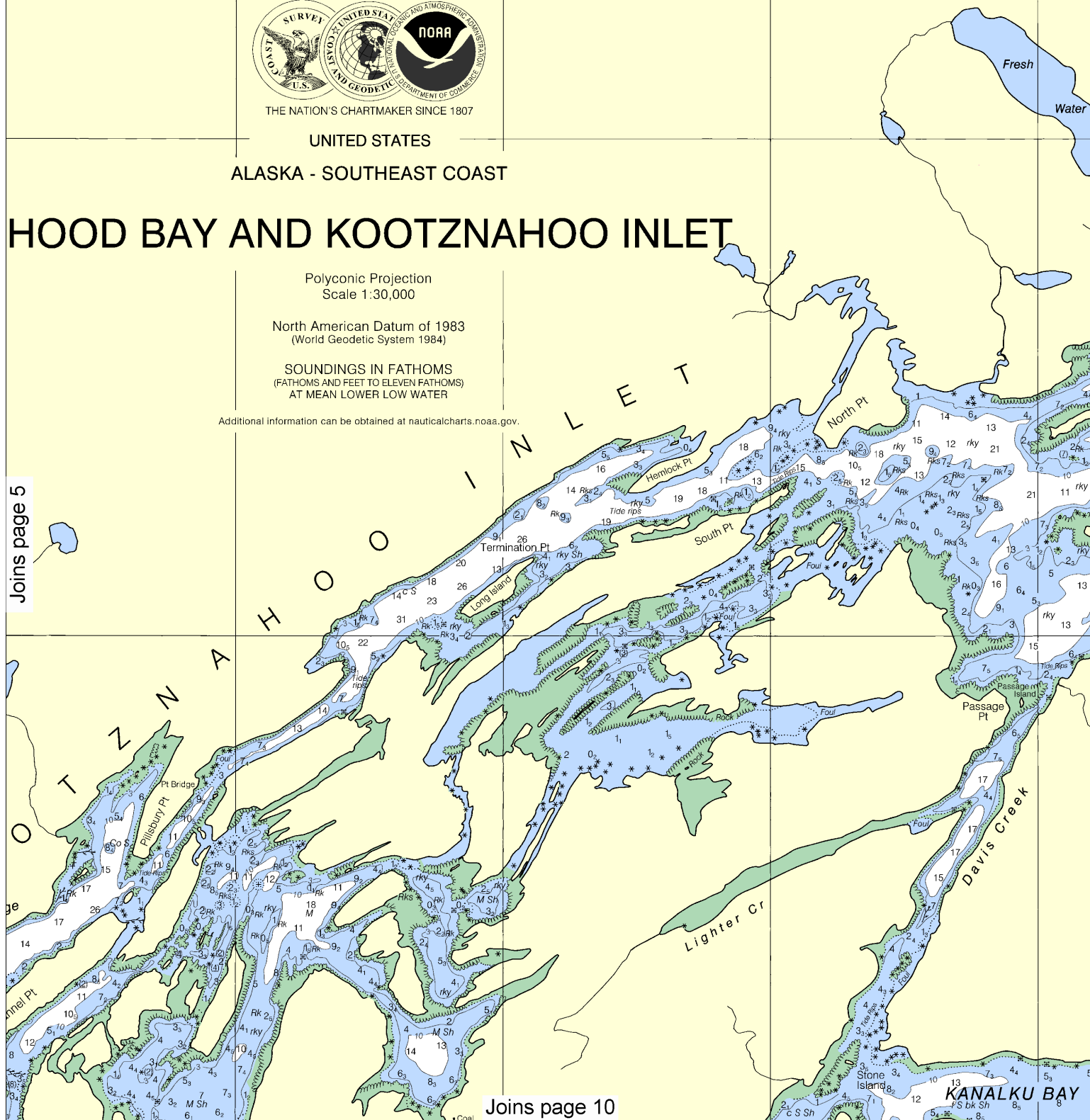
Polyconic Projection
Scale 1:30,000

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

Joins page 5



Joins page 10

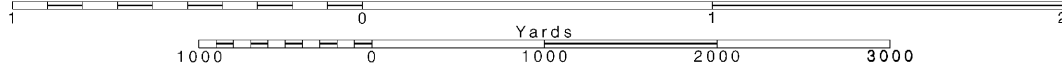
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Note: Chart grid
lines are aligned
with true north.

Printed at reduced scale.

SCALE 1:30,000
Nautical Miles

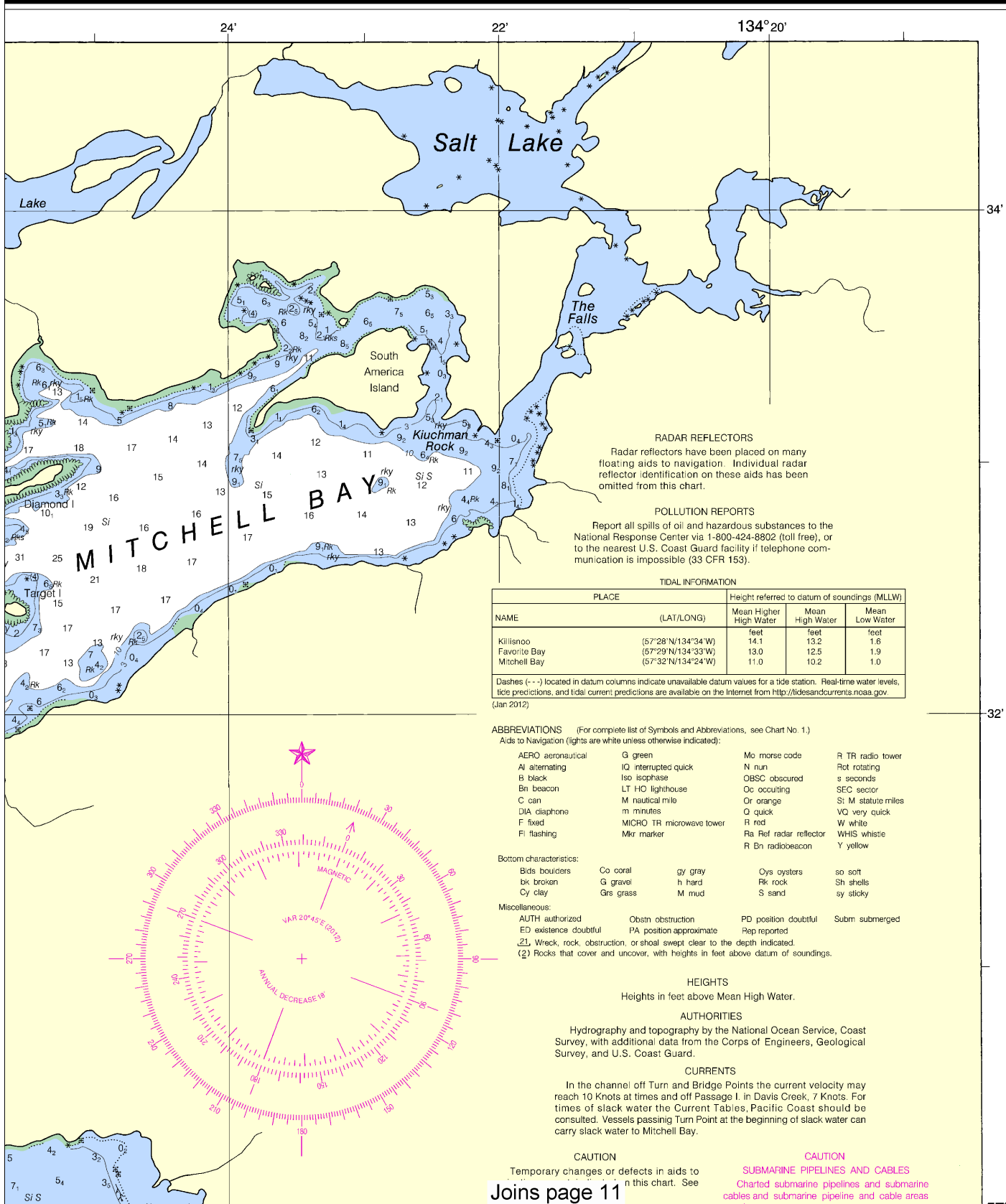
See Note on page 5.



SOUNDINGS IN FATHOMS

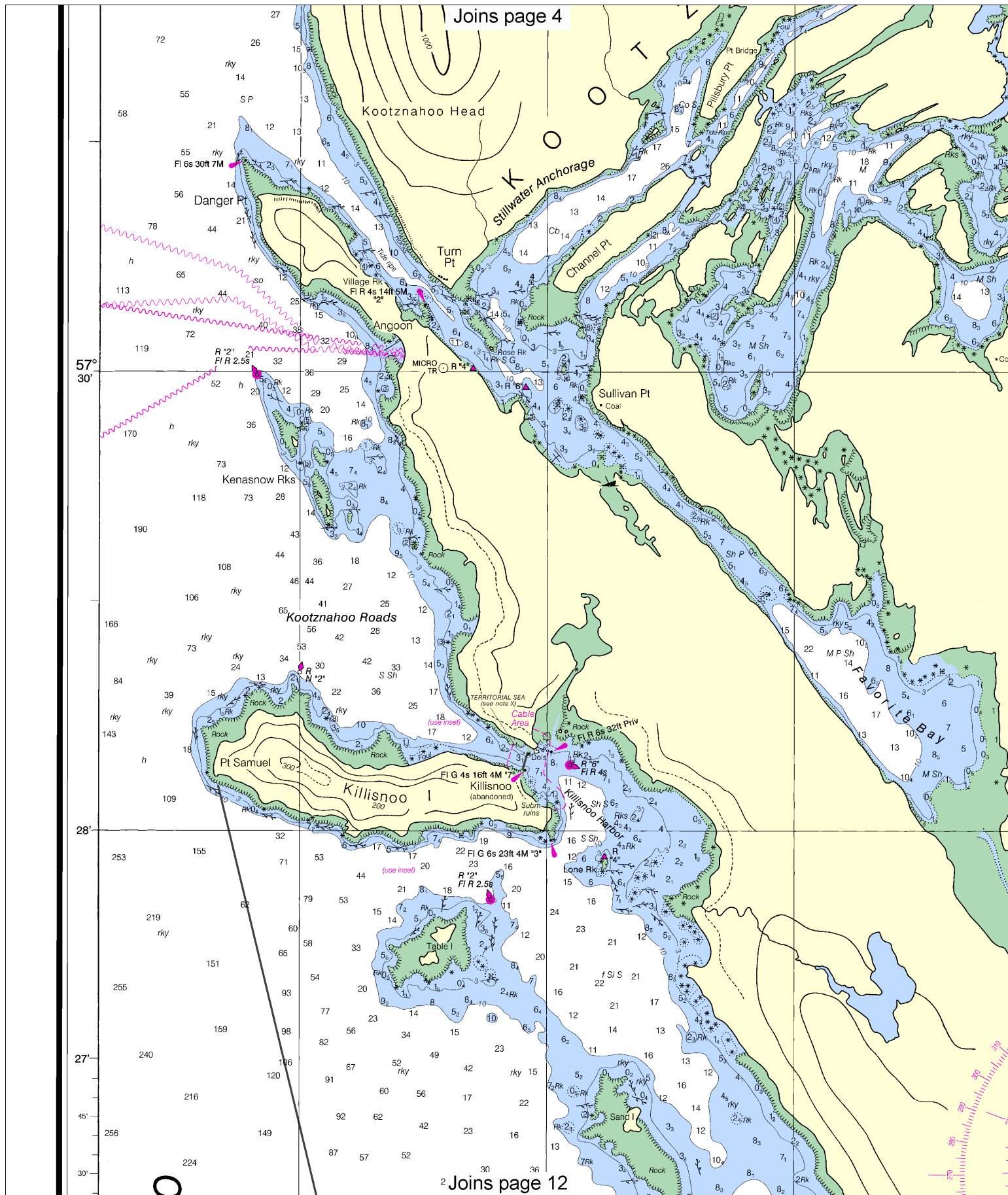
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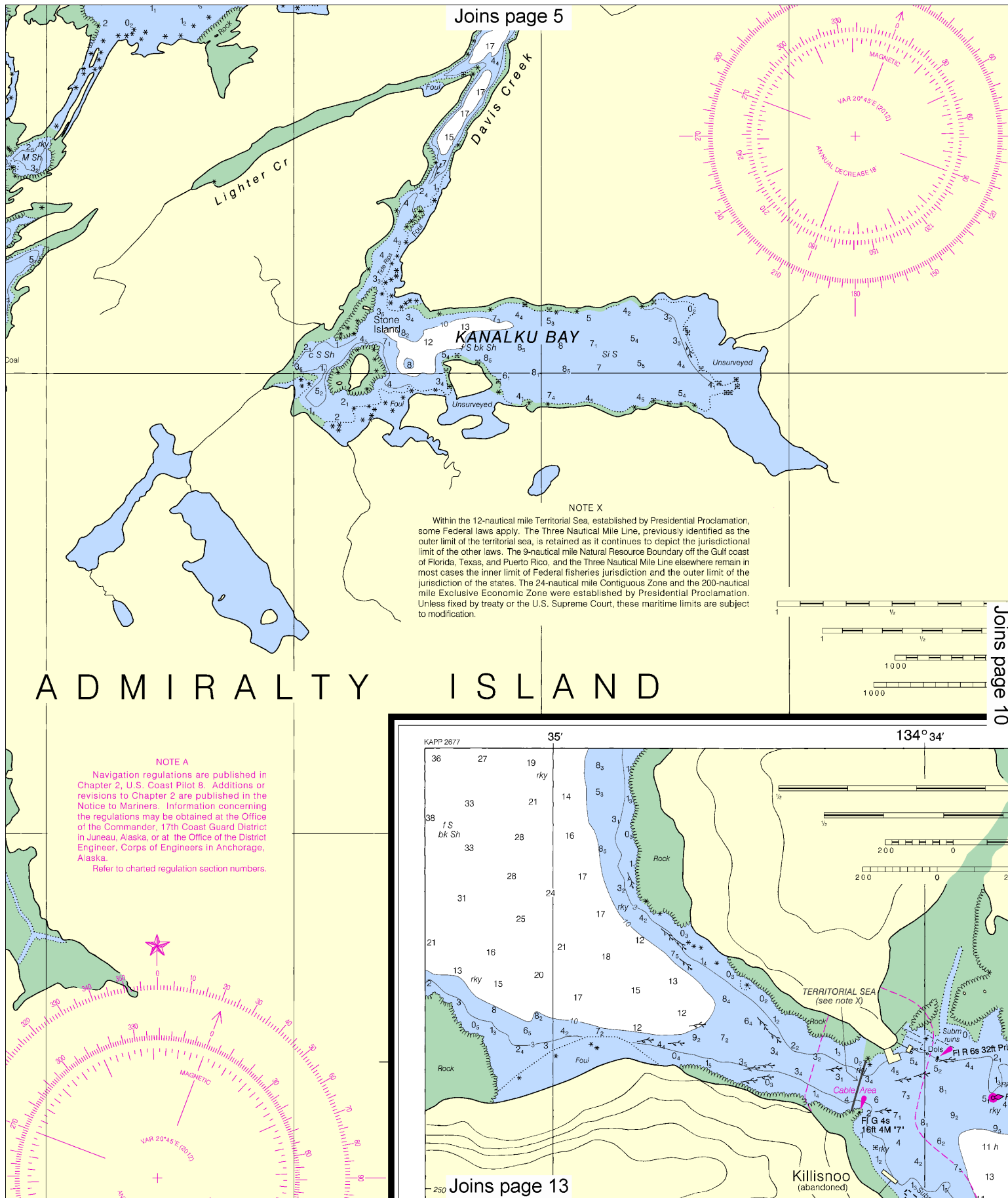
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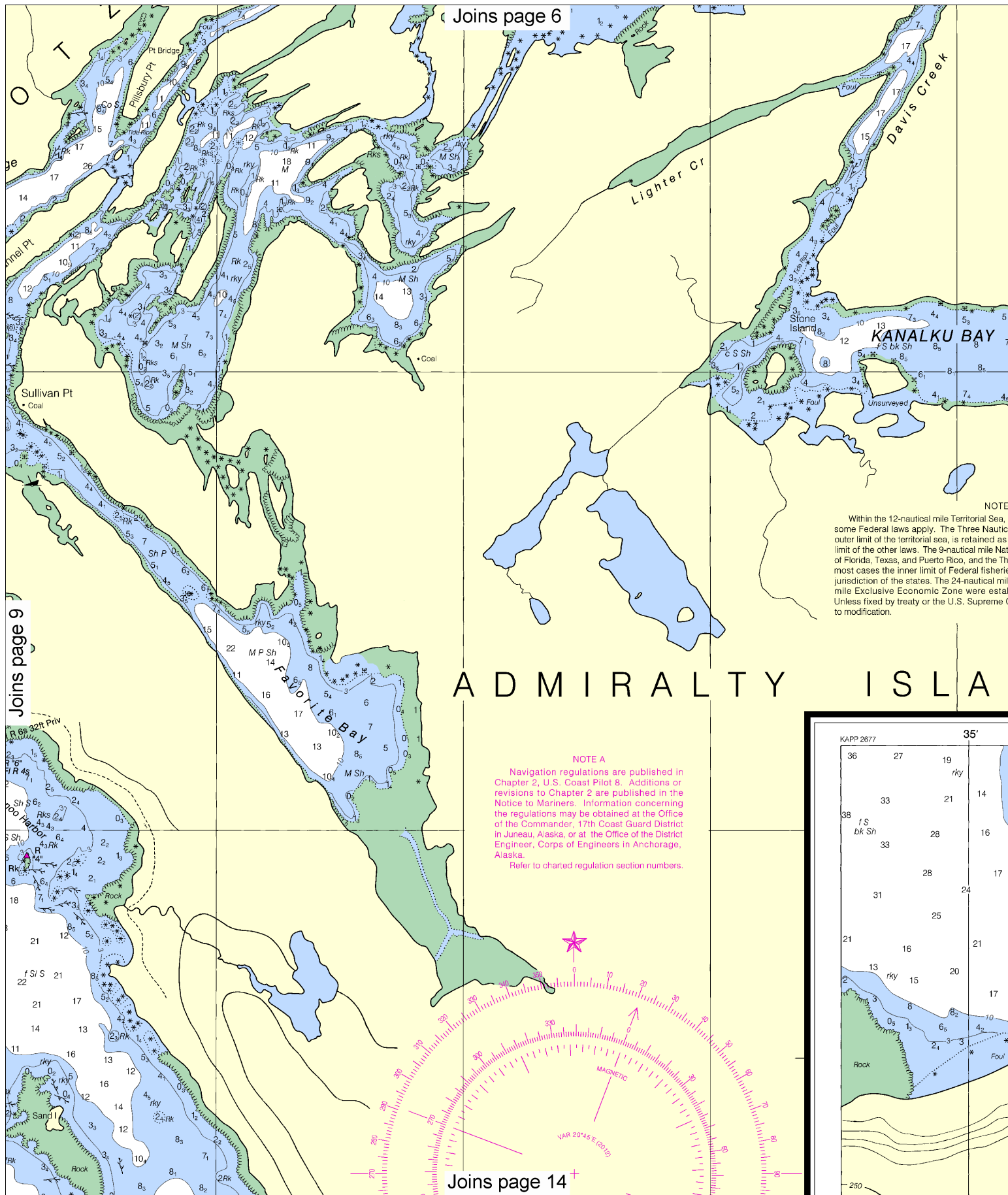


This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4812 11/27/2012,
 NGA Weekly Notice to Mariners: 4812 12/1/2012,
 Canadian Coast Guard Notice to Mariners: 0912 9/28/2012.

7

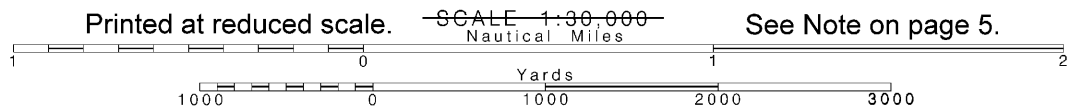


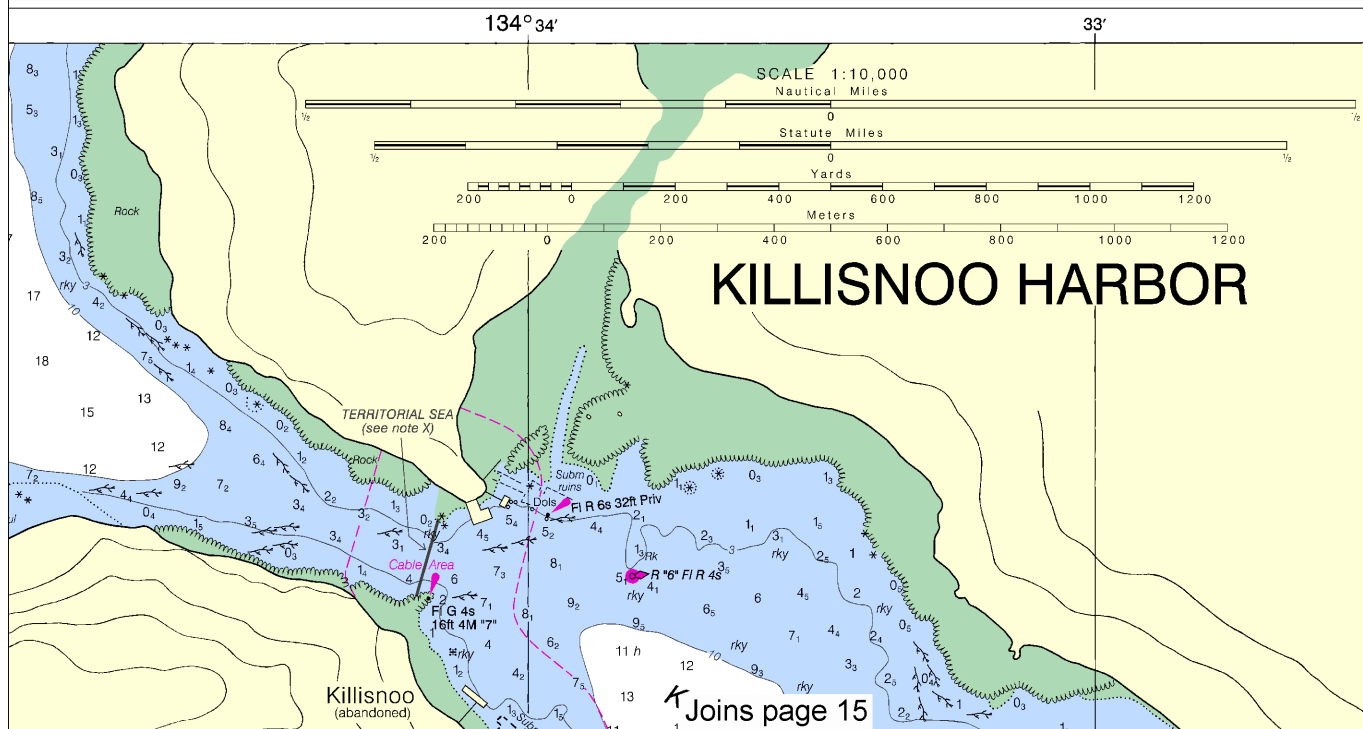
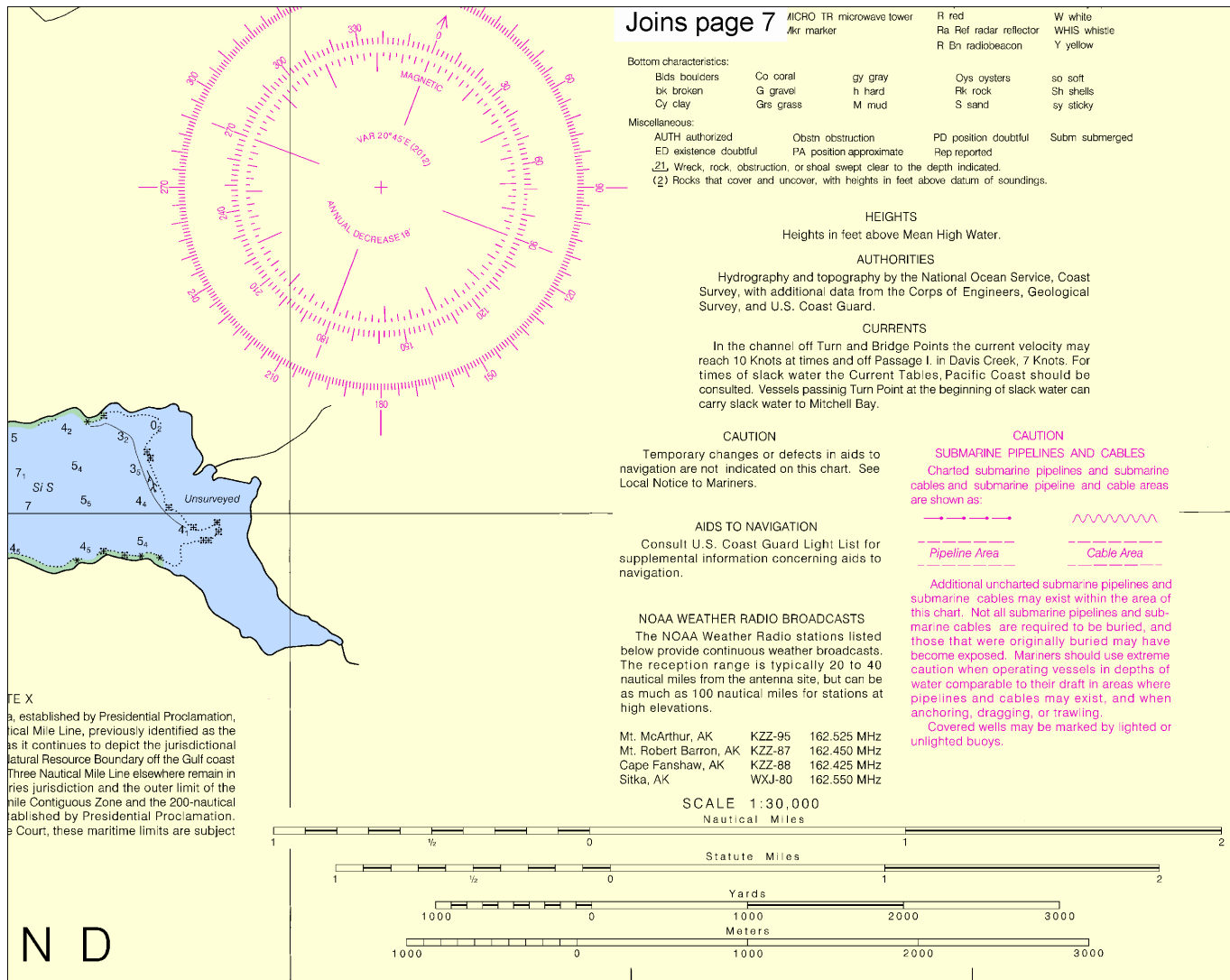


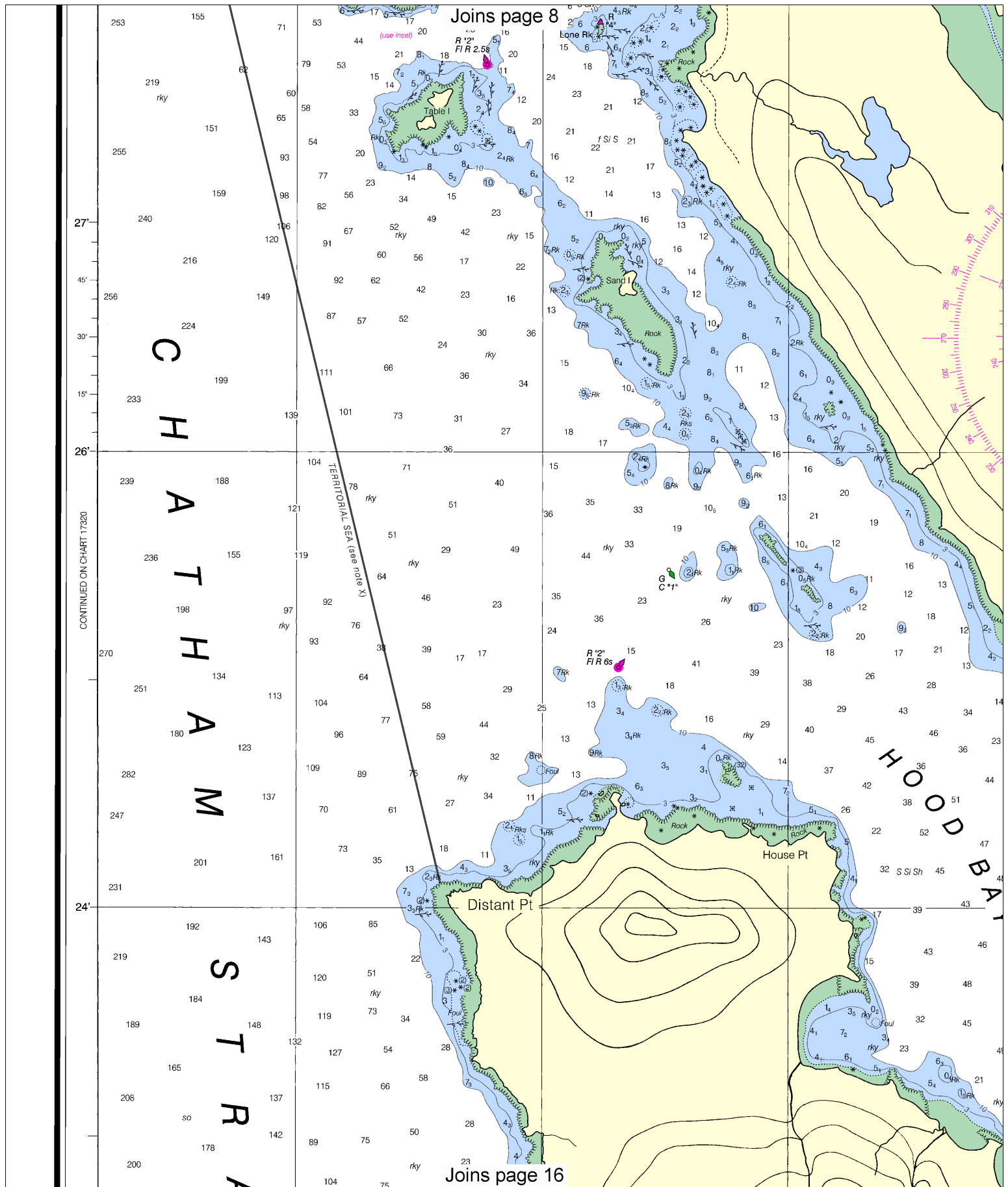


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Note: Chart grid lines are aligned with true north.

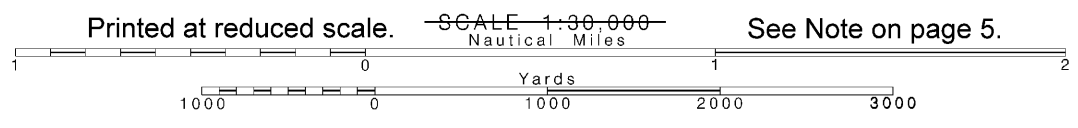






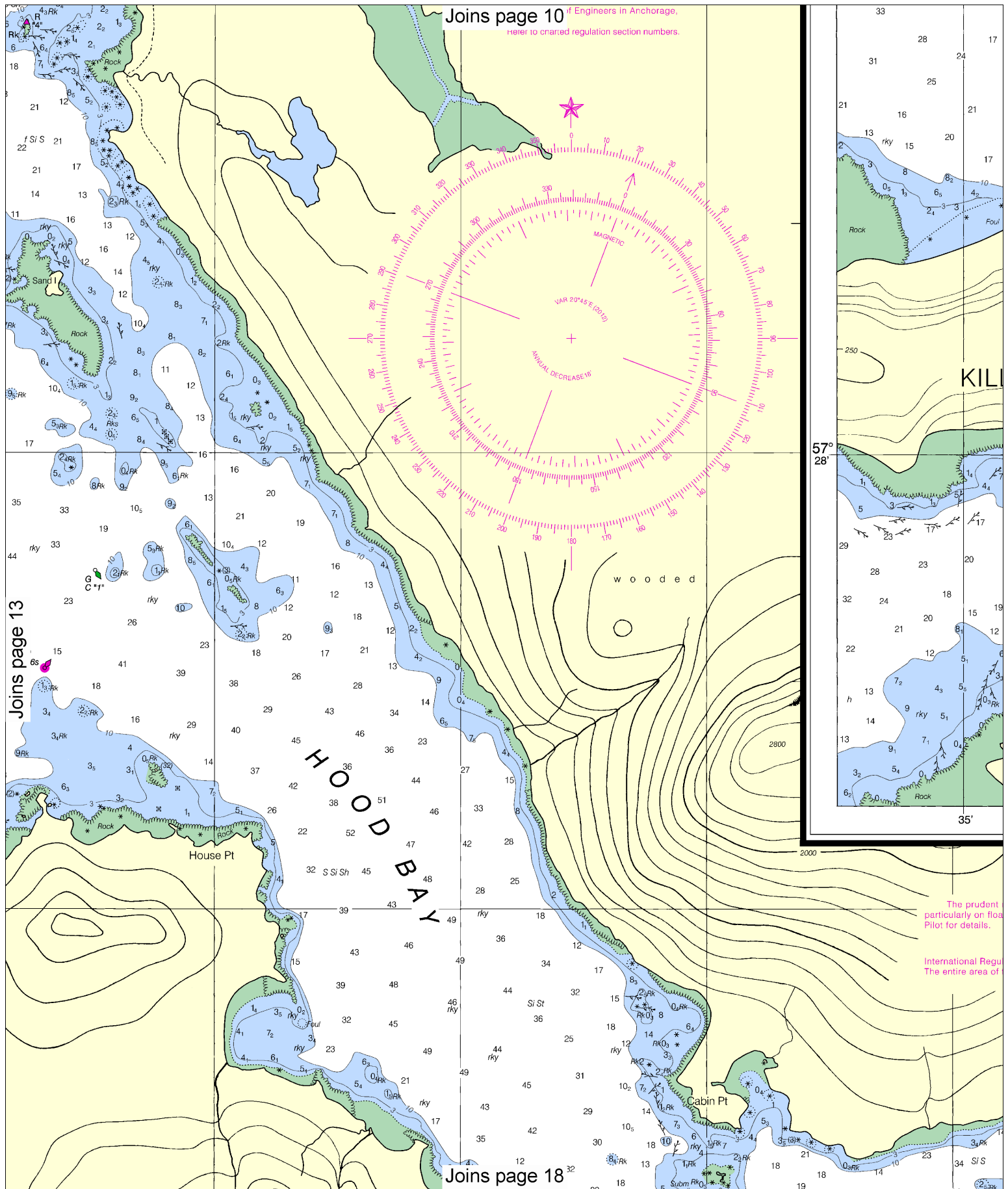
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Note: Chart grid lines are aligned with true north.



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Joins page 17



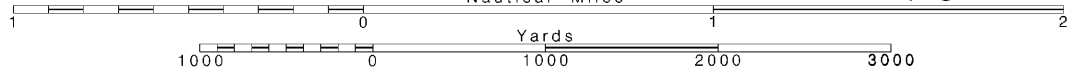
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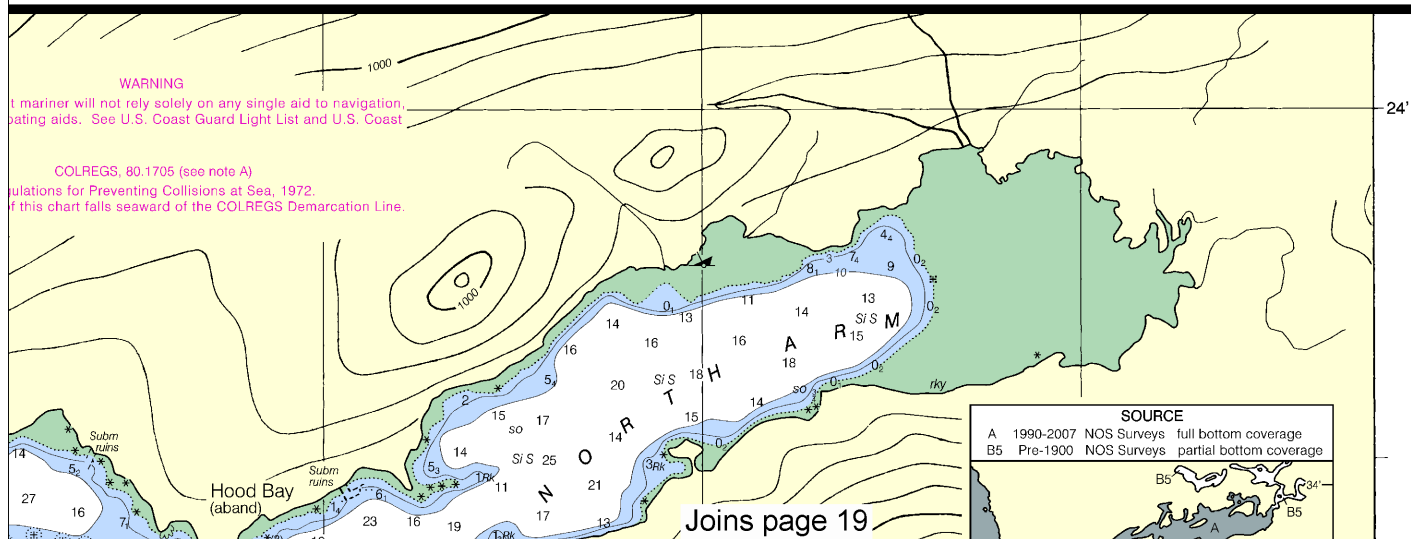
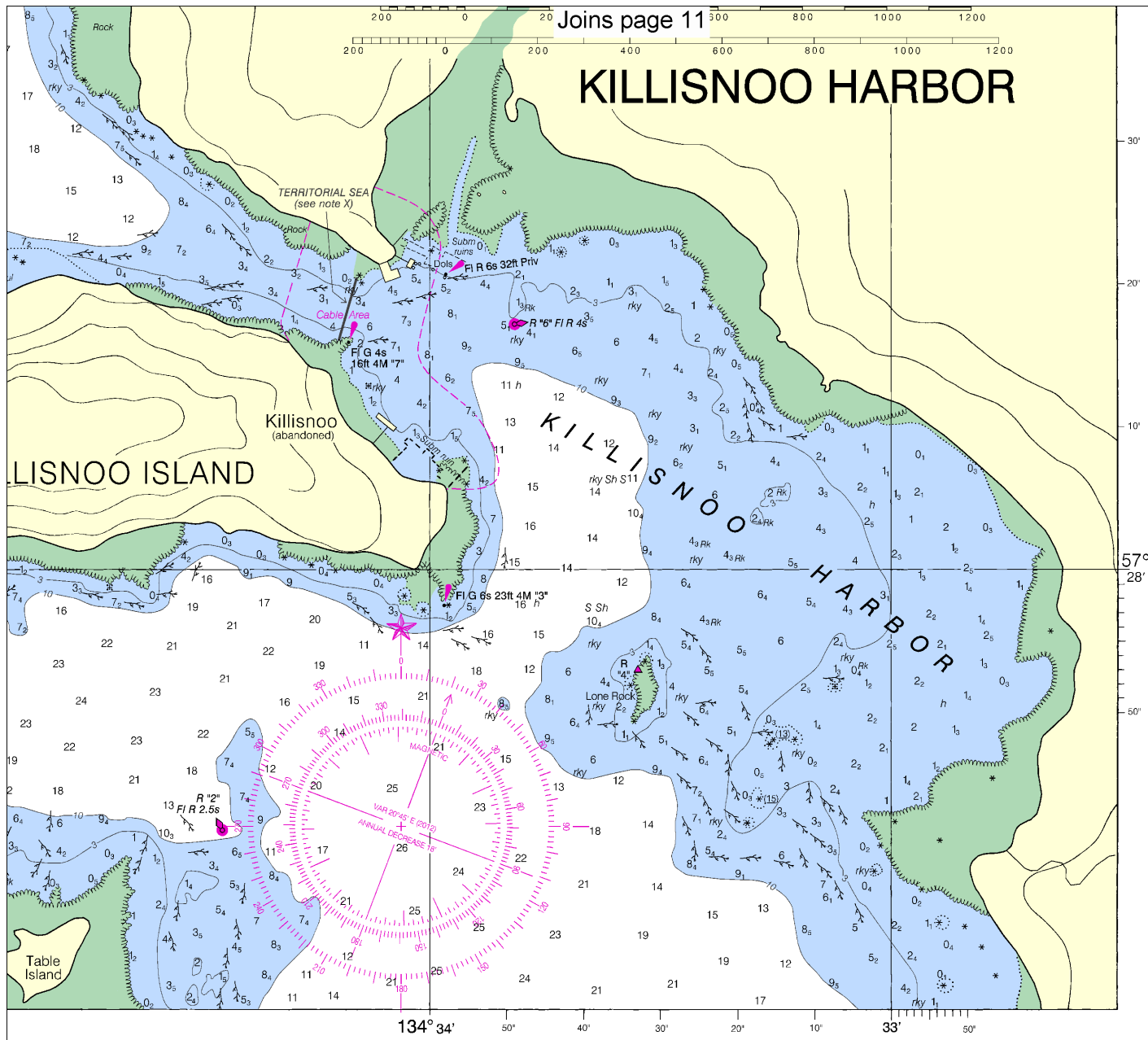
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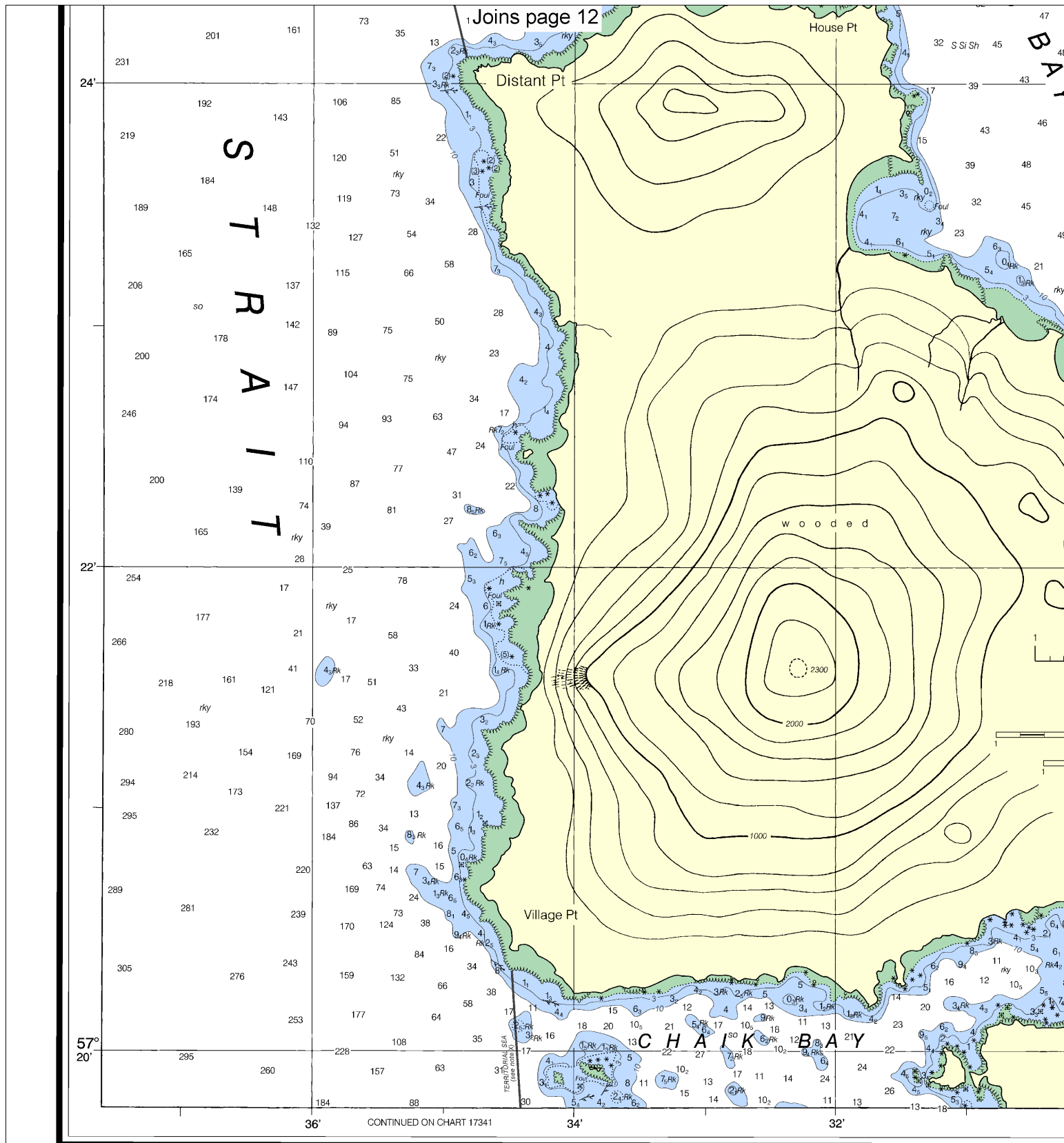
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SCALE 1:30,000
Nautical Miles

See Note on page 5.







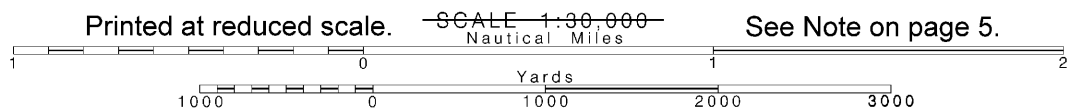
13th Ed., Apr/ 12
17339

CAUTION
 This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

SOUNDINGS IN FATHOMS
 (FATHOMS AND FEET TO 11 FATHOM)

16

Note: Chart grid lines are aligned with true north.



See Note on page 5.

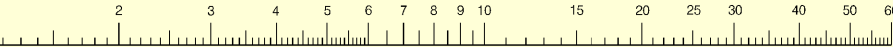
WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

COLREGS, 80.1705 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

LOGARITHMIC SPEED SCALE



To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

SCALE 1:30,000

Nautical Miles

Statute Miles

Yards

Meters

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.209" southward and 6.303" westward to agree with this chart.

CAUTION

In the area of Kootznahoo Inlet and tributaries this chart is based on reconnaissance surveys of 1895.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 8 for important supplemental information.

134°30'

29° 45' 30' 15' 28'

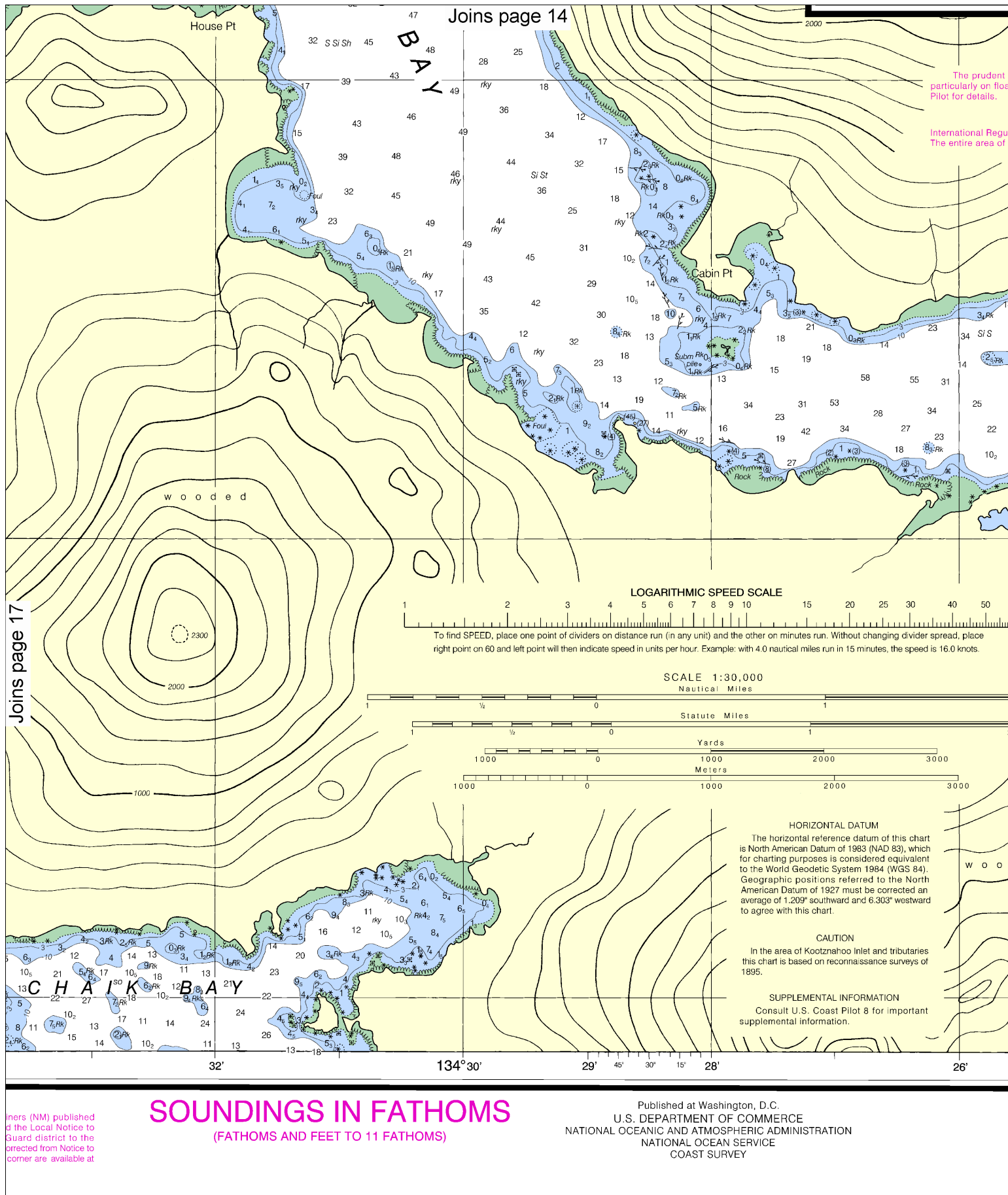
26'

24'

HOMS
(MS)

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16



SOUNDINGS IN FATHOMS

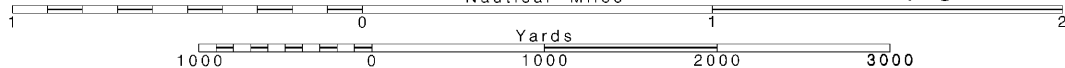
(FATHOMS AND FEET TO 11 FATHOMS)

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:30,000

See Note on page 5.

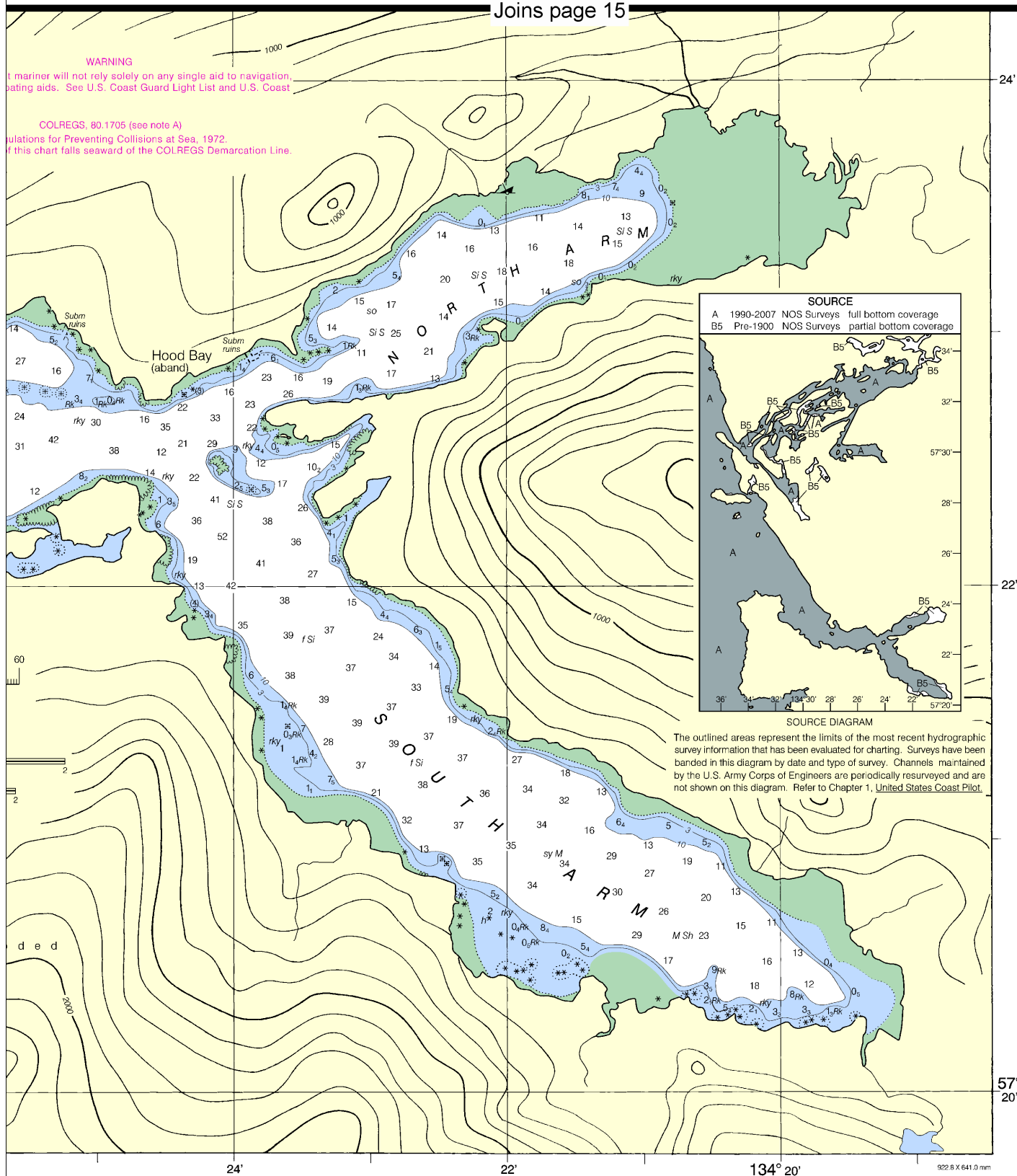


WARNING

Mariner will not rely solely on any single aid to navigation, including aids. See U.S. Coast Guard Light List and U.S. Coast

COLREGS, 80.1705 (see note A)

Calculations for Preventing Collisions at Sea, 1972.
If this chart falls seaward of the COLREGS Demarcation Line.



FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Hood Bay and Kootznahoo Inlet, Alaska
SOUNDINGS IN FATHOMS - SCALE 1:30,000

17339



ED NO. 13



NSN 7642014011437
NGA REFERENCE NO. 17XHA17339



EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Online chart viewer	—	http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



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